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HONGKONG WEEKLY
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with which is incorporated the
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Hongkong Daily Press.

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TIME TABLE.

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9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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1894. Illustrated Account.

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OF THE MEETINGS OF THE
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IN CHINA.

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TRADE MARK REGULATIONS
IN CHINA.

INTIMATION.



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Hongkong, 4th January, 1907.

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Overcommunications relating to the news column
should be addressed to The Editor.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
so far as evidence of good faith,
and letters for publication should be written
on the side of the paper only.No anonymous epigrams or communications that have
already appeared in other papers will be inserted.
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DEATHS.

On January 15th, at Manchester, England,
Prince HOWARD TWIS, formerly of Shanghai,
aged 46 years.On January 16th, at Shanghai, DAVID CONKLIN
(late Tide-surveyor of the Imperial Maritime
Customs), aged 71 years.On January 16th, at Kiel (Germany), C. WIL-
HELMUS, Lower Yangtze Pilot, of heart failure, aged
48 years.On January 17th, at Shanghai, SOLOMON DAVID
HATTEM, of small-pox, aged 28 years.HONGKONG OFFICE: 10A, DES VIEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 22ND, 1907.

FOLLOWING up our remarks of yesterday, with reference to the reactionary Edict then quoted, we note that our contemporary the *North China Daily News*, in numbers received yesterday, entertains similar opinions as to the existing state of things in Chinese officialdom. Its well-informed writer of notes on native affairs declares that the reactionaries are "trying their best to neutralise the efforts of the progressive officials of Peking, by making unjustifiable complaints against them to the Throne". This writer refers to a letter from Peking which seems to have been inspired by a very intimate acquaintance with the backstairs at Peking. During the last fortnight, it states, denunciatory memorials have been quite numerous, mostly aimed at the veteran YUAN SHIH-KAI. As this eminent statesman is in his way a reminder of another great statesman LI HUNG-CHANG, and his character subject to the same variety of criticism, we shall examine with considerable interest the comments on his career which our contemporary makes editorially on the 17th inst. Meanwhile, however, it is worth while returning to the letter from Peking relating to denunciatory memorials. "The

memorialists", we read, "are a number of Censors and Mandarins, including LIANG TING-YEN, Provincial Judge of Hupeh. After reading the memorials their Majesties merely smiled and ordered the papers to be pigeon-holed. This shows that the Viceroy's influence is still strong at

Court, which is most cheering to friends of progress in this country." It may be cheering to those capable of gratitude for small mercies, but the fact that Majesty smiled, instead of frowning, and failed to destroy the memorials or to rebuke the memorialists, seems to us a cynical commentary on the existing state of things in this unhappy Empire. Patently biased and malicious, these representations merely evoked a smile on the face of the EMPRESS-DOWAGER. We leave out of account, as Her Majesty often does, the Emperor himself. That smile, in our opinion, marked recognition of the condition of Mandarindom, and it did not mark disapproval thereof. Peking seems to be playing the same game with its more powerful constituents that it played with the Powers; it smiles while they rend each other. When policemen fall out, thieves come by their own TANG SHAO-TI is said to have resigned since the Edict, so that even though at bottom the blow was aimed at YUAN SHIH-KAI, the country is none the less a sore to the reactionaries and conservatives.

Very little beyond the bare details of the career of Viceroy YUAN seems to be known to the general public. He has climbed his way to power through many subordinate positions, and it was not until the crisis at the end of the century that honours were thrust upon him. Our contemporary suggests that his star began to wane coincidentally with the discovery that his moderation had been largely over-rated.

Up till that moment his position as the most powerful subject of the Throne had been considered secure, so long as the Empress lived. Viceroy of the Metropolitan province, creator and supreme commander of the modern-trained forces of the North, the Director of Northern Railways and Mines, he exercised a preponderating weight in the affairs of the Empire, and was able to post his trusted assistants in positions of power. His services to the Empress-Dowager at the time of the coup d'etat of 1898 had made her success possible, and he was trusted, and possibly feared, as a strong and necessary accomplice in the plot to overthrow the Emperor.

Such speculation as ran in regard to his future was chiefly concerned with the possibilities that would arise in the event of the death of the Empress-Dowager. The Emperor would hardly be likely to forgive his former friend and supporter, who had deserted him at the crucial moment. The removal of H.M. KWANG HSU to supreme power would mean therefore the abdication of Viceroy YUAN. But behind YUAN stood his army and his powerfully-placed official adherents. There would probably be a struggle, of which the issue might be at least doubtful."

The manœuvres perhaps meant to demonstrate his strength betrayed his weakness.

Except depreciation of his forces lessened Peking's fears. Such is the suggestion. The "man of power," as Who's Who calls him, has been compelled to resign offices, and to yield to one of his bitterest enemies the direction of Imperial army affairs. His

friends and disciples, as appears in the

Decree printed yesterday, suffer with him. Like LI HUNG-CHANG, he has his faults.

He has had to be an astute politician to achieve what he has, and that means a good deal in China. But we are told that "with all his private ambitions, Viceroy YUAN has stood in the main for reform, for organization, and for development. His decline means the temporary success, at all events, of the advocates of reaction, headed by H.E. CHANG CHIEN-TUNG, who presumably enters Majesty's favour as H.E. YUAN SHIH-KAI falls out."

Evidently there can be no real reform while the Dowager-Empress rules the EMPEROR and his Empire, for

Mandarindom to be mended must be ended,

and we now have it on record that she merely smiled at Mandarindom's methods.

Whether in the future H.M. the EMPEROR

does or does not forgive YUAN his backsliding in 1898, cannot greatly matter to the

Empire, so long as he favours the principles

for which YUAN now stands and for which

he himself has suffered so severely at the

hands of the Dowager.

The Lyceum Theatre at Shanghai is to be

repaired at a total cost of £1,600.

Hongkong's report of communicable diseases

for last week is:—plague, none; diphtheria, 3

(two Europeans); enteric fever, 2 (Japanese and

Europeans, both imported); and smallpox, 3 (all

Chinese, two fatal).

The latest number of The Godown to hand

refers to the letters in the Daily Press con-

cerning godown measurements, and says that

the calculations of Mr. David J. Lennox were

"undoubtedly correct."

During the week ended Jan. 11th, 236 ricksa

licences were suspended at Shanghai. The

authorities at Hongkong might adopt a firmer

attitude with bad ricksa and chair coolies in this

Colony, particularly at Kowloon. Complaints

are again numerous.

Through their local agents, the Mitsu Bussan Kaisha, we have received two pretty calendars. One is a beautiful pictorial calendar, representing a Japanese classic scene, while the other is a useful wall calendar with dates in English and Japanese.

A conference between the British Minister, H.E. Sir John Jordan, and the Ministers of the Waipu has begun to come to some arrangement regarding duty on imported opium, the construction of a line to connect with the Burma Railway and that of the proposed line between Tientsin and Chinkiang.

The principal officials and residents of Taipol, Formosa, meeting on the 8th instant, resolved to establish a museum at Taipol at a cost of Y\$30,000 in memory of the late General Kodama, formerly Governor-General of Formosa, and Baron Goto, ex-Chief of the Civil Affairs Bureau in the Formosa Government.

Shares are now on the market of the Japan Ham Curing Company, which is being floated in Tokyo. It is expected that the new concern will be able to pay a dividend from the first year, and when the company is in full working order, it is estimated that a dividend of 40 per cent will be available. The company's capital is fixed at Y\$1,000,000, in 20,000 shares, of which 5,000 are now on the market.

Fifty years ago this month, the Chinese servants in Hongkong were all deserting foreign employers in consequence of notices having been circulated among them that those who remained would be treated as traitors by the Chinese authorities. The relatives of loyal servants were got at, and molested. Things were so bad that it was seriously recommended that all women and children should go to live on board the ships then in harbour, until reinforcements should arrive.

The figures for the total value of British trade in 1906, as given in our telegram, constitute a world's record. The sum of £1,69,093,000 is an increase of about £100,000,000 as compared with the previous year. The imports totalled £207,968,000, an increase of 7.6 per cent as compared with the previous year, while the exports of English and Irish products were £275,673,000, an increase of 3.9 per cent over 1905. The re-exports reached £51,163,000, an increase of 9.5 per cent.

The Japan Chronicle says:—A very rapid increase is noticeable in the Japanese population of Shanghai during the last ten years. This is clearly to be seen from the following annual figures since 1897:—

1897 809
1898 932
1899 1,088
1900 1,122
1901 1,170
1902 1,211
1903 2,550
1904 3,076
1905 4,931
1906 5,903

At Des Voeux Road West near Eastern Street on Saturday night a blind Chinaman was knocked over by tramcar No. 27, and had his face severely cut. The police removed him to the Civil Hospital, where a doctor proceeded to stitch a nasty gash on his forehead. This proved a difficult task, however, as the sufferer feared he was in the hand of robbers, and raised cries that they were trying to prick his eyes out and to rob him, while struggling to free himself. Eventually he had to be strapped down, and then his wounds were dressed.

Berlin advises that a new colonial movement has been started. It is supported by professors and other distinguished persons. Its programme says that Germany's trans-oceanic interests are the natural result of the development of national feeling for commerce and shipping. The Germans must be taught that the empire cannot abandon its position as a world Power without sacrificing itself. It is proposed to disseminate literature and to hold lectures explaining the colonial policy. Herr Dernburg, Director of the Colonial Bureau, has dilated upon the resources and prospects of the colonies, especially of South West Africa, which, he says, compares favourably with the Cape Colony in respect of natural resources.

The usual fortnightly meeting of the Sanitary Board will be held this afternoon when Mr. H. Humphreys, pursuant to notice will ask the following questions:—Has the Medical Officer of Health ever found that certain Chinese houses which are perfectly sanitary in every respect come within the scope of Section 175 of the Public Health and Buildings Ordinance 1905? Has the Medical Officer of Health ever found that Chinese houses that do come within the scope of Section 175 would not be rendered more sanitary by an enforcement of its provisions? Among other items of business to be dealt with are reports by the select committee on the Colonial Cemetery by-laws, and by the Analyst and Bacteriologist on the water of certain wells.

Shortly after nine o'clock on Sunday night fire broke out on the second floor of a roast meat shop at 101 Queen's Road West. The damage done was trifling, and the inmates extinguished the fire without the assistance of the brigade. The shop is insured with Messrs. Carlowitz and Co. for \$2,000. At about 2 a.m. yesterday morning a second outbreak occurred in a piegoods shop on the first floor of 72 Jervois Street and spread to the second floor.

The brigade, under Chief Inspector Baker, were promptly on the scene and after about an hour's hard work quelled the fire. The damage done is not serious, the water causing more injury than the flames. The shop was insured for \$14,000 with Messrs. Mayoriak & Co. \$7,000 with Messrs. Reuter, Brookman & Co., and \$1,500 with Messrs. Butterfield & Swire.

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Hongkong's report of communicable diseases

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SUPREME COURT:

Monday, January 21st.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT.)

ASSAULT.

Chun Kun was arraigned on charges of assaulting Wong Pak, Ip Pu, Ho Mu, and Lai Chut on the 29th November.

The Attorney-General (Mr. H. H. J. Gompertz) prosecuted. He stated that defendant's junk and water boat collided in the harbour on the day in question and foul language was exchanged. The accused landed on the Praya, and attacked the water boat with a knife. After stabbing the four men defendant went to the Police Station and gave himself up and complained of having been assaulted. The police went to the scene of the assault and had the injured men taken to the hospital. The Attorney-General pointed out that the accused had been in the lunatic asylum but had been released into the custody of his friends at Canton. He escaped on the way up and had since been in charge of the junk. Since his arrest he had been under medical examination, and the medical officer was prepared to certify that he was sane.

Accused pleaded guilty, and was sentenced to twelve months' imprisonment.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

DECEIVING A CREDITOR.

Re the Tong Tai firm, 102 Wing Lok Street, ex parte Lo King Chuen.

Mr. C. F. Dixon from the office of Mr. John Hastings made application on behalf of the petitioning creditor for a receiving order. An interim receiving order had already been granted. The assets amounted to \$9,000.

The Chief Justice—What are the liabilities? Mr. Dixon—I don't know, my Lord.

The Chief Justice—I must have some idea of what the liabilities are.

Mr. Dixon—Perhaps the petitioning creditor knows.

The Chief Justice—Very well, I will hear him.

Lo King Chuen, the petitioning creditor, said he had had a conversation with the manager of the Tong Tai firm with reference to the amount of the assets and the liabilities. The liabilities amounted to \$20,000.

The receiving order was granted.

THE CHUNG SHUN KOO BANKRUPTCY.

Another stage in the lengthy proceedings associated with the Chung Shun Koo bankruptcy was reached when Mr. M. W. Slade, instructed by Mr. R. F. C. Master and Mr. d'Almada Castro, asked for an order against Mr. Ho Tung, for payment of all costs occasioned by his failure to prove property in this bankruptcy—by his proving for more than he was entitled. He proved for the amount of his debt, whereas in fact he had received in satisfaction of a portion of it property which he had taken in execution.

The Chief Justice—I have decided all the questions of costs.

Mr. Slade—The costs were nearly all occasioned by his default.

The Chief Justice—Some orders have been made or indicated.

Mr. Looker—None have been made.

The Chief Justice—I think I had better get all the questions tabulated.

Mr. Slade enumerated the grounds on which he based his application. The first was the motion in October for an order for the trustee to call a meeting; a scheme of composition was put forward at that meeting. The second ground was that rent had been paid unnecessarily to keep the furniture in debtor's house instead of storing it in a godown. The third was the order to set aside motion giving leave to amend, and the next was an application by Mr. Ho Tung to postpone a motion. Counsel submitted that if Ho Tung had done as he ought to have done none of those costs would have been incurred.

The Chief Justice—You submit that Ho Tung should pay all costs?

Mr. Slade—Yes, the whole of the costs of the bankruptcy with a few trifling exceptions.

The position is this: Ho Tung at the date of the bankruptcy did not exercise his right as owner by virtue of the prohibitory order filed with regard to certain property which was apparently the property of the bankrupt. He permitted the Official Receiver to take possession of this property and the Official Receiver and the trustee, and indeed all the creditors, believed that this property, valued about \$20,000, would be applied in satisfaction of the debts of the bankrupt. Ho Tung, not only did not claim his rights but he proved for the whole amount of his debt without giving credit for the property he received in satisfaction and by means of that excessive proof defeats the scheme of composition proposed at the first meeting of creditors. If Ho Tung had proved the property that scheme would have been carried and the subsequent bankruptcy proceedings would never have taken place. If the \$20,000 was admitted the balance left would be very small indeed and the probability is that the whole estate would have been wound up and no expense would have been incurred.

Mr. H. W. Looker, who appeared on behalf of Mr. Ho Tung, pointed out that his Lordship had no jurisdiction to order Mr. Ho Tung to pay costs except on a motion to which he was a party. He sketched the history of the proceedings and afterwards argued that the blame for that scheme of composition being rejected did not rest with Mr. Ho Tung but with the creditors who did not go to the Land Office and claim that a prohibitory order had been filed.

Mr. Slade added that the scheme must be proceeded with and if necessary he would ask that the trustees should pay the costs. His clients did not wish to create unnecessary trouble nor did he wish to go on with the second part of his motion which was a serious complaint against the administration of the estate—that money had been squandered in keeping the furniture in the house in question.

After further discussion, the Chief Justice reserved his decision.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

CARDBOARD ILLUSTRATIONS.

The action by Lou Sin Wan, a furniture dealer of Des Vaux Road, against the North German Fire Insurance Company, in which the Hon. Mr. H. E. Pollock, K.C., appeared for the plaintiff, and Mr. M. W. Slade represented the defendants, was mentioned.

The Chief Justice remarked that both Mr. Hough and Mr. Laughton had prepared a diagram showing how much of the second and third floors of the building were gone. He thought the simplest plan would be to represent each floor by a piece of cardbord and let them show how much in their opinion had disappeared. Counsel agreed.

POLICE COURT.

Monday, January 21st.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

UNLICENCED WATER SELLER.

As the result of a complaint made to the water police by Mr. J. W. Kew, manager of the Steam Waterboat Co., Constable Birrell charged the master of an unlicensed waterboat with selling water to vessels in port. Defendant was found guilty, and ordered to pay a fine of \$15.

GAMBLERS.

A gambling raid was made by Detective Watt and a posse of Police on the first floor of 53 Aberdeen Street on Sunday night, and ten Chinese who were caught playing ng-wei were arrested. Charged before his Worship they were found guilty and the first two of the keepers, were fined \$5 each, and the remainder of the defendants each \$2.

Another accident in this raid—perhaps a death—was averted by the presence of mind of a lungkong. When the police entered the house some of the nervous gamblers made the usual dash to escape, and one man climbed over the verandah, evidently with the intention of letting himself drop. A lungkong observed him as he was hanging from the rail, seized him by the coat and pulled him back on to the verandah.

LARCENY.

As a Chinese woman was walking along Des Vaux Road on Sunday a constable approached from the rear, snatched a gold pin from her hand and ran away. A district watchman observed, pursued and captured him. His Worship found him guilty on the charge of larceny and sentenced him to six weeks' imprisonment and four hours in the stocks.

A TRICK THAT FAILED.

While on duty in Bridges Street on Sunday night Sergeant Willis heard cries of "thief", and on proceeding in the direction whence they came, observed a Chinaman descending Ladder Street, taking a flight of steps at a time in his hurry to escape. The sergeant followed and captured the runaway, and later the woman whose house had been broken into appeared to charge him. From the evidence it appeared that while she slept the rogue forced open the front door, entered her bed room, and standing on the bed took down a box from a shelf on the wall. This box contained fifteen pieces of clothing and a quantity of silverware, with which the thief was departing when the woman awoke and raised the hue and cry. When arrested Wan Cheung, who is unemployed, was taken to the Central Station where he simulated drunkenness as well as to deceive those in the charge room. Thinking that he was unwell the Inspector on duty sent him to the Civil Hospital where an unsympathetic doctor ordered him a cold bath. The enervating effects of a shower very soon made Wan composed, and he was forthwith dressed and returned to the Central Station where he spent the night in a cell.

Yesterday he appeared before the Magistrate to answer a charge of housebreaking, and raised the defence that he was drunk and did not know what he was doing. His Worship sentenced him to six weeks' imprisonment and four hours stocks.

MUNICIPAL INJUSTICE.

A day or two ago we published a reference to land surrender cases at Shanghai, under the heading "Municipal Injustice." Mr. Wm. McMurray has written to the Press that he thinks the Council did right to compensate Mr. Major, but naturally asks why they selected his own case for a test case. The following footnote appears below his letter in the N.C. Daily News:

"Mr. McMurray's case, to which he refers in the above letter, was decided in 1893 and certainly bears some resemblance to the point at issue between the Council and Mr. F. Major. There can be no doubt that the Privy Council's decision against Mr. McMurray was entirely right; but the point he would now raise, as far as we can gather from his letter, is on what ground the Council decides to invoke the Land Regulations against one individual and to waive them in the case of another individual. There is no explanation of this anomaly in the Minutes as published, unless it be contained in the circumstance that in Mr. McMurray's case only a strip of his land was taken, while in Mr. Major's case the whole of the land (he still had left) was taken—ED."

In Mr. McMurray's case, we should add, it was stated that the land he had was just big enough to build a house on, and presumably the strip taken by the Council would make the remainder useless for that purpose.

THE FLOUR SUPPLY OF THE FAR EAST.

THE FLOUR SUPPLY OF THE FAR EAST.

RUSSIA AS A COMPETITOR.

A London message to the *Asahi* states that the Chinese Eastern Railway Company is about to take an active part in Russian competition against the United States in supplying flour to the markets in the Far East. For this purpose, a subsidy is to be granted to the Chinese Eastern Railway by the Russian Government. The output of the flour-mill at Harbin is to be increased from 10,000 to 20,000,000 pounds, and agencies of the mill are to be established at Nagasaki, Chefoo, Shanghai, Kobe, and Fusan.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Derby* left Singapore for this port on the 19th inst. at 5 p.m. with the outward English mail, and is due here on the 24th inst. at 5 p.m.

The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on Sunday, the 26th inst., p.m., and may be expected here on or about Monday, the 27th inst. p.m.

The I.G.M. str. *Griessbach*, which left here on Friday, the 18th inst., at 6 a.m., arrived on Saturday, the 20th inst., at 9 a.m.

The C.P.R. str. *Empress of China* arrived at Nagasaki at 8 a.m. on Monday, the 21st inst., and left again at 5 p.m., same day, for Kobe, where she is due to arrive at 6 p.m. on Tuesday, the 22nd inst.

The I.G.M. str. *Sophie Richthofen* left Moji on the 19th inst. for this port, and is due to arrive here on or about the 24th inst.

The C.P.R. str. *Taray* left Yokohama for Vancouver on Saturday, the 19th inst., p.m.

The I.G.M. str. *Seddile*, which left here on Wednesday, the 16th inst., at noon, arrived at Singapore on Sunday, the 20th inst., at 2 p.m.

The Boston S.S. Co.'s str. *Shawmut* sailed from Shanghai for Manila on the morning of the 20th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Manila for this port on the 20th inst., and is expected here on the 22nd inst.

The N.Y.K. str. *Takao Maru* (Bombay Line) left Kobe for this port via Moji and Shanghai on the 19th inst., and is expected here on the 29th inst.

THE O.S.K. UNSATISFACTORY REPORT.

SHANGHAI RIFLE ASSOCIATION.

The result of the working of the Osaka Shoso Kaihatsu for the last half-year has been unsatisfactory, and no dividend will be paid for that period. The net profit of the company for the six months has amounted to Y146,741. Of this sum Y24,000 (equal to about 4 per cent of the existing value of the vessel) has been placed to the reserve for the insurance of the fleet; Y34,000 (equal to about 4 per cent of the value) to the reserve for the depreciation of the ship; and Y34,000 to the reserve for repairs leaving a balance of Y22,741, which added to Y103,125, the surplus brought over from the preceding period, makes a total of Y125,865, of which sum Y1,500 has been placed to the reserve, and a surplus of Y124,366 carried forward.

The following report on the result of the working of the company for the last half-year, has been distributed among the shareholders of the company:

"Owing to the large increase of shipping during the war, the supply of ships' bottoms has been greatly in excess of the demand during the period under review, as steamers in the Government service were released, and many captured vessels were disposed of. The marine transport business after the Russo-Japanese war has met with the same difficulties as experienced after the Japan-China war, the position being that anything worse than before, in particular, the company's lines have suffered by the intrusion of the surplus vessels. By making every endeavour to attract passengers and cargo, the company has been able to get more cargo than before, but the freightage has declined to unprecedentedly low rates and the result of the half-year's working has consequently been very unsatisfactory. Speaking of the result of the working of the various lines individually, the Yangtze service has been more profitable, as the advance in the price of silver has largely increased the amount of cargo going up the river, though goods coming down have shown a decrease in consequence of the enhancement in the number of steamers and also owing to the famine. The result of the Tientsin service has been unsatisfactory. From the end of the preceding period steamers released from Government service and captured steamers which had been disposed of have crowded on this line, and a keen competition ensued, with a consequent heavy decline in freight rates. Towards the close of the period closed the Tientsin line, the confidence of shippers and passengers is increasing rapidly, but as only a very little cargo is coming out for the homeward trips the desired result has not yet been obtained. The South China service, hitherto maintained by chartered steamers, has been resumed by the company's vessels the chartered steamers being sent elsewhere as occasion demanded, and a fairly good return has been obtained on the line. The Osaka-Hankow line having been confronted with the keen competition between Shanghai and Japan, has not been able to realize the desired results. The Korean service continued very unsatisfactory from the preceding half-year until October last, when the modification of the terms of the obligatory service enabled the company to readjust its service. This advantage combined with the great success of the rice and bean crop in Korea has secured nearly full hold for every steamer on both voyages on the Chinampu and Chemulpo lines. In the case of the Tsinan service no profit could be made, as serious drought prevailed in the Yulin district. The water in the river was low, the desired quantity of beans and oil-cake did not come down the river, and so steamers had to come back in ballast. Some loss has been made by the working of the Nagasaki-Tairen and Nagasaki Chemulpo service, owing to the small traffic of cargo and passengers. In the case of the Tsinan service the Kolo-Kedung service has not fared well, results, the Yokohama-Takow and Kobe-Takow lines, and steamers occasionally sent to the southern part of the island, have proved unsatisfactory, as during the period the weather on the south coast was stormy, which made the loading and discharging of cargo very difficult. Steamers were delayed, and the freightage also declined.

As regards the coasting trade a compromise was made during the period on the Luchu service, but the sugar season was over when this arrangement was effected so that advantage resulted during the half-year under review, and the company also suffered a loss on this line. Business on the Kogoshima line began to improve as winter approached, but the ultimate result has been no better than for the preceding periods. The Kishu, Shimonosaki, Inland Sea and Sukumo services have each given some profit, but the results on these services have been less satisfactory than for the preceding period.

THE FAMINE IN CHINA.

CAMPES BREAKING UP.

The following pictures of famine scenes as observed on Jan. 16th.—The camp at Tsinan-kung-pu are in course of demolition and the people are returning to their homes. Some 3,600 of have already left. Smallpox has broken out among them in camp and may account for the action of the officials in compelling refugees to enclose the camp.

I have followed the line of retreat taken by large numbers and have been investigating their condition and circumstances. Terrible scenes have been met with along the roads, but the people except the position officially. They are aware that they are returning only to die of starvation in a country absolutely denuded.

The first sign of public works was to be met with here where they are repairing the banks of the Salt Canal in a small way.

As far as can be judged at present 250,000 people are doomed in the district of Tsinan-kung-pu alone.

I have just returned from a circuitous journey of two days duration, in an eastward direction.

The country is absolutely flat and should be most fertile, but it is carrying no winter crops. The whole of the land has been ploughed in readiness for sowing, but less than a third has been planted with seed, and there is none left for the rest. The ploughing consists of scratching the ground to a depth of six inches only, with deep proper tillage this should be one of the greatest grain areas. The many dwellings to be seen are evidence of fair prosperity according to Chinese standards in normal times but now the vast majority of the people have no grain. The people are subsisting on grain made from leaves, ground beans and peanuts. There is little cereal to be had. The price of rice is five cents per pound which is three times the usual price, and everything in the locality is at more than double rates.

The officials at Wu-chiang-kung, twenty miles to the east of Tsinan-kung-pu, are advancing money to property owners. The maximum is four dollars to a family. The general distribution of money ceased four days ago, and now the poorest people are absolutely without food.

I visited many of the usual groups of habitations and invariably found some who were dead or dying from hunger. Fled of all description is scarce in this part, which wants grain and not money. The preparation of the Jason (Antung) is 8,000,000, about half of whom have a chance of pulling through.

I walked fifteen miles along the top of the South dike banking the Yellow river, and passed six large wabous and numerous smaller ones. These had not been fed and consequently fresh foods are threatened, they are certain, should there be any abnormal rainfall. It should be pointed out to the authorities that one gap in the dike makes the whole useless. I have broached this point and also spoken on the value of railway communication to all officials and gentry with whom I have been brought in contact. All agree to the necessity of railways and the conserving of waterways, also the preventing of floods. The gentry say, however, that they are afraid to initiate works to prevent their money, which is the only way of control, is to be lost.

They say the only way of control is by foreigners. The city councilors here wish to institute drainage works, but are afraid to trust their own people. The magistrates and officials are doing everything that is possible for the people hereafter; they are most energetic, courageous and indefatigable, but the whole system of their administration is ridiculous and unreliable in its amateurishness.

Meanwhile the distress, terrible as it is, is already, only beginning to be felt. The only practical thing will be to forget the 400,000 who are dying, and obtain seed for crops for the remainder.

A censor, named Wang Pu-ying, has memorialized the Throne recommending the transportation of the famine sufferers to Manchuria and Mongolia, where they may be settled down as colonists to till the extensive lands now lying fallow in these dependencies. We understand that H.E. Vice-roy Tuan Fang has been instructed by the Throne to attend to the matter.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until so commanded. Telegraphic Address: PRESS, Code: A.B.C., 6th Ed. Letter's P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

POSSESSION FROM 1ST MARCH NEXT.

WELBUEN, No. 81 the PEAK.

Apply to—

JAVA-CHINA-JAPAN LIJN, York Buildings.

Hongkong, 22nd January, 1907. 254

FOR SHANGHAI YOKOHAMA KOREA AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Bohan will be despatched for the above Ports on TUESDAY, the 29th inst., at NOON.

This steamer has superior accommodation for passengers and is supplied throughout with Electric Light and carries a duly certified Doctor. For Freight or Passage, apply to DAVID SASOON & Co., Ltn., Agents.

Hongkong, 22nd January, 1907. 255

commencing at 5.30 P.M.

Book your Seats early to avoid disappointment.

PRICES AS USUAL.

Hongkong, 22nd January, 1907. 256

THE CATHOLIC UNION, "A LADDIN"

BY SPECIAL REQUEST GRAND MATEE TO-MORROW (WEDNESDAY), 23rd inst., commencing at 5.30 P.M.

Book your Seats early to avoid disappointment.

PRICES AS USUAL.

Hongkong, 22nd January, 1907. 257

THE CATHOLIC UNION, GRAND GALA NIGHT.

Under the Distinguished Patronage and in the Presence of

SENIOR CONSELHEIRO ROMANO,

THE CONSUL GENERAL FOR PORTUGAL,

"A LADDIN"

will be repeated

On SATURDAY, 26th inst., at 9 P.M.

PRICES AS USUAL.

Plan of Seats now Open at the above address.

Book early.

Hongkong, 22nd January, 1907. 258

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY

HALF-YEARLY MEETING of

Shareholders in the Company will be held at the

Office of the Company, HOTEL MANSIONS,

on TUESDAY, the 12th February, at 12 o'clock, Noon, for the purpose of Receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from the 30th January to

12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 21st January, 1907. 259

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the

HONGKONG MILLING CO., LTD.

of Victoria, in the Colony of Hongkong, have

on the 13th December, 1906, and the 8th Jan.,

1907, respectively applied for the registration

in Hongkong in the REGISTER OF TRADE

MARKS of the following TRADE MARKS

viz.:

1. TWELVE PIGS.

2. FOUR GOLD FISH.

In the name of the said HONGKONG MILLING

CO., LTD., who claim to be the Sole Proprietors

thereof.

The TRADE MARKS are intended to be used

by the Applicants in respect of the following

Goods, viz.:

1. IN RESPECT OF FLOUR IN CLASS 42.

A Facsimile of such TRADE MARKS will be seen at the Office of the Colonial Secretary of

Hongkong, or of the undersigned.

Dated the 21st day of January, 1907.

HASTINGS & HASTINGS,

Solicitors for Applicants.

253

33, Queen's Road Central.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FORSWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson will be despatched for

the above Ports TO-MORROW, 23rd inst.,

at 9 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,

General Managers.

Hongkong, 21st January, 1907. 248

THE HONGKONG WEEKLY PRESS and

CHINA-VERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles—

Szechwan.

Great Britain in North China.

Federations and States.

Russia-Japanes Negotiations.

The Confucian "Revival."

Unprofitable Gold Mining.

The China Trade.

Supreme Court.

Duke's Visit.

Tragedy Sequel to a Shooting Expedition.

Trial Trip.

The Cubicle Question.

Making Noise by Music.

Hongkong Seven Ages.

Canton.

Macao.

Viceroy Shun Shy of Exile.

Indo-China Steam Navigation Co., Ltd.

The Hongkong Land Reclamation Co., Ltd.

The Departure of Mr and Mrs. Archibald

Little.

A South Sea Island Contract.

Municipal Injustice.

Buying a Steamer.

The "Crack" Children Fund.

Miscellaneous.

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Hongkong, 22nd January, 1907.

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TO LET

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.
Apply to DEACON, LOOKER & DEACON, Hongkong, 5th December, 1906. [104]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to COMPRODORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [97]

TO LET.

NO. 27, SEYMORE ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 18, McDONNELL ROAD, "TANG YUEN."
No. 90 & 91 GODOWN PRAYA EAST.

Apply to SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 13th November, 1906. [103]

TO LET.

FULLY FURNISHED—from April 15th.
ALTEDENA, BARKER ROAD, THE PEAK.
Seven Rooms with ample Bath and Dry Rooms. Apply to J. S. VAN BUREN, Care of Nippon Yusen Kaisha, Hongkong, 3rd January, 1907. [133]

TO BE LET.

FURNISHED.
FROM THE 2ND WEEK IN APRIL NEXT:
"IAN MOR" PEAK ROAD Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rent to good tenant.

No. 6, EAST AVENUE, Kowloon. Four-Roomed House. Possession from 1st February. Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, 18th December, 1906. [117]

TO LET.

NO. 1, WEST END TERRACE, Shaumeen, Canton. Apply to HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 11th December, 1906. [91]

TO LET.

2ND FLOOR NO. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon. Apply to LEIGH & ORANGE, 1, Des Vieux Road. Hongkong, 1st June, 1906. [91]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, "BANEFLY," CONDUIT ROAD. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE. FLATS in MORTON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1906. [91]

TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to TATA & CO., Hongkong, 24th December, 1906. [103]

TO LET.

A HOUSE in KNTSFORD TERRACE A KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st August, 1906. [92]

TO LET.

THE "GROVE," having 20 Rooms, with detached Out-Houses and Kitchen, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completed installed. Apply to E. M. HAZELAND, 35, Queen's Road Central, or of Wing-On Contractor, 34, D'Aguilar Street. Hongkong, 19th July, 1906. [96]

TO LET.

"GLENWOOD" CAINE ROAD, suitable for Boarding House or Club. No. 3, CAMERON VILLAS, PEAK. No. 7, DES VIEUX VILLAS, PEAK. No. 4, CONDUIT ROAD. No. 5, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET. BEACONFIELD ARCADE, Fine Shops Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldecott MacGregor). No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Acheson). BELLIOS TERRACE HOUSES, ROBINSON ROAD. TO LET or FOR SALE, NEW HOUSE on MOUNT KELLETT, Five Rooms, on Rural Building Lot No. 117. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building. Hongkong, 2nd November, 1906. [102]

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5 SUN WAI LANE. Apply to ARRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 24th October, 1906. [101]

TO LET

TO LET.

NO. 6, LYEMOON VILLAS, Kowloon, Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes. Apply to "LYEMOON" Care of "Daily Press" Office, Hongkong, 21st January, 1907. [241]

TO LET.

NOS. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon. Apply to SPANISH PROCURATION, Hongkong, 3rd January, 1907. [136]

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, 5th January, 1907. [155]

TO LET.

2 FOUL-ROOMED HOUSES at Praya East, near East Point. Apply to JARDINE, MATHESON & CO., Hongkong, 3rd January, 1907. [137]

TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor. Apply to SECRETARY, A. S. Watson & Co., Ltd., Hongkong, 4th January, 1907. [150]

WANTED

EUROPEAN NURSE to take charge of a young baby. Apply with recommendations and stating salary required to— Mrs. OSWALD, Foochow, 10th January, 1907. [211]

SITUATION WANTED.

BY A YOUNG PORTUGUESE who is a thoroughly Competent Bookkeeper and English Carpenter but, Apply by letter to, Box 210, Care of "Daily Press" Office, Hongkong, 21st January, 1907. [233]

SITUATION WANTED.

BODILER MAKER and CONSTRUCTIONAL ENGINEER (Practical) OPEN FOR ENGAGEMENT—18 years with the test Firms on the Clyde and Logan. 5 years Experience in the East. Apply to JAMES' WILSON, Care of Engineers' Association, Singapore. Hongkong, 17th January, 1907. [218]

TO LET.

2ND FLOOR NO. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon. Apply to LEIGH & ORANGE, 1, Des Vieux Road. Hongkong, 1st June, 1906. [91]

TO LET.

LADIES' AND GENTS' BOOTS AND SHOES, EASTMAN-KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS. PRICES MODERATE.

A TACK & CO.,

26, Des Vieux Road Central, Hongkong, 18th January, 1907. [39]

TO LET.

MARTIN'S APIOL & STEEL PILLS For Ladies. French Remedy for all Irritations. These Pills keep a box of Martin's Pills in the home, which are to be recommended. Those who can recommend this Remedy will be rewarded. Price 10s. per box. 25s. per box. SOUTHSIDE, SOUTHAMPTON, ENGLAND. 68

TO LET.

These tiny Capsules superior to Copaiba, Cubes and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDL

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE (CHAPOTEAUT)

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 31 Years FROM 1874 TO 1904.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

FRANCE AND THE POPE.

FURTHER LEGISLATION PROPOSED.

Paris, December 13th.

In reply to the attitude of the Holy See during the present crisis, the French Government intended to introduce in Parliament a short Bill definitely regulating the position of the Church, and giving it the opportunity of carrying on worship while conforming to the common law. Under this measure the Church will no longer enjoy the benefits of the law of 1805, and church property will be alienated, owing to the commandments with the proviso, however, that it must still be used for public worship.

Any measures which may have to be taken against the bishops, who will be treated as foreign officials, will be embodied in a separate Bill.

HOME FOR ALL IN MANCHURIA.

American papers contain full particulars of the dinner given last month in New York by the American Asiatic Association in honour of Viscount Aoki, Japanese Ambassador to the United States, and other distinguished guests.

The speech of the Japanese Ambassador is quoted in full as follows:—

"I am aware that the sense of this Association in regard to the relations between Japan and the United States, which has so often found fitting expression on former occasions, is based upon the recognition of the broad principle that the interests of the United States and the Empire of Japan are identical, and that therefore the best of reasons exist for the most cordial friendship between the two countries. Indeed, it would be difficult to find a parallel case in the history of mankind in which two nations existed for the maintenance of the most amicable relations between any two nations, whether viewed from historical, commercial or moral points of view.

"Historically speaking, it was the United States that rapped at the door of seclusion within which Japan, in her ancient isolation,cherished her own science, literature and art, which were the products of a civilisation entirely distinct in type from that of ours. It was the United States that a century ago offered to Japan the right hand of fellowship and introduced her into the intercourse of nations which has in turn brought into the empire all the benefits of what is known as the Western civilisation.

"Since then not a year has passed but has witnessed some incidents that have vividly recalled, to the minds of the two peoples, the existence of weighty reasons which form the basis of their mutual sentiment of respect, love and admiration. That fact naturally was never more eloquently brought home to us than in that hour of gigantic struggle from which it has pleased Providence to see us emerge as a Power of some consequence. It was a struggle in which our very existence was at stake.

"The support actually received by the Japanese people, at the hands of the American people, was wider in its scope than mere moral support, and embraced every kind of assistance which could consistently be given to a belligerent by a nation that has declared its neutrality in time of war. The people of Japan are fully alive to the magnitude of the everlasting service which was thus rendered by the people of this country in the cause of Japan, and the memory of that support, liberally given, will continue to be a living monument of the cordial friendship which connects the two nations.

"Turning to the commercial aspect of the question, the plain facts should not be lost sight of that the Pacific Ocean is a vast expanse of water; that the territories of Japan and the United States nowhere touch each other, and that Eastern Asia, with more than 500,000,000 people, is large enough to give room for the commerce of all nations including that of Japan and of the United States. The dream of the pessimist who sees the phantom of the struggle for supremacy between Japan and the United States for the control of the Pacific is too ridiculous to be the subject of serious comment.

"Mr. President, you have fittingly alluded to the fact that the Government of Japan is as fully and firmly pledged as the Government of the United States to the maintenance of the principle of the 'open door' in the natural markets of Asia. I am not unmindful of the fact that in certain circles during the course of last summer some doubts were entertained as to the intentions of Japan regarding the maintenance of that principle in Manchuria, which was then still under military occupation. I trust, however, that the sequence of events since has dispelled all suspicion regarding the intention of the Japanese Government to maintain the principle of equal opportunity in Manchuria. You may therefore rest assured that there is the best of commercial reasons for the resolute defence and maintenance by Japan of that principle with which the name of John is honorably connected."

"Turning to the moral reasons which should draw the nations closer and closer together, it should be observed that while the political institutions of the two countries widely differ in form, yet that high sense of liberty, equality and justice which forms the ideal of the American national life is also the guiding principle of Japan's political life. The love of fair play, which is often referred to as a peculiarly Anglo-Saxon characteristic, I am proud to say, is also found in the blood of the Japanese people. It is therefore safe to say that so long as the moral character of the two people does not change the commercial activities of the two peoples will be characterized by that sense of fairness which is after all the best guarantee of peace in the intercourse of nations not than in the intercourse of individuals."

The result of this decision is that Mrs. Philip as she must be legally styled, is a married woman in England and an unmarried woman in France. Before the president's decision she was Mrs. Ogden v. Ogden, in which Mr. Justice Burgrave Deane gave his decision in the Divorce Division on Monday.

The case, as already reported in newspapers, is briefly as follows:—A Miss Williams married a young Frenchman, named Leon Philip, in this country. The Frenchman being under age, and marrying without the consent of his parents, the ceremony was annulled under French law. Leon Philip married again. Mrs. Philip brought proceedings in the English Court for divorce and failed. Lord St. Helier, the president, holding that the Court had no jurisdiction over the Frenchman. Mrs. Philip afterwards married Mr. William Henry Ogden, an Englishman, who petitioned to have the marriage set aside, and Mr. Justice Burgrave Deane held that the first marriage was a good one under English law, and that the second was null and void.

The result of this decision is that Mrs. Philip as she must be legally styled, is a married woman in England and an unmarried woman in France.

Before the president's decision she was Mrs. Ogden v. Ogden, in which Mr. Justice Burgrave Deane gave his decision in the Divorce Division on Monday.

In order to obtain a legal opinion on the case, a representative of "The Tribune" had an interview with Viscount de La Chappelle, an eminent authority on international law.

"It appears to me," said the viscount, "that two preliminary errors contributed to the decision of Mr. Justice Burgrave Deane. The first was made by the original contracting parties, and the second by the French Court. In the first place, the original marriage should not have been solemnized without conforming with the requirements of French law, which are that a man under 25 and a daughter under 21 cannot marry without the consent of their parents or of their legal representative.

The proper course of procedure in the case of a Frenchman or Frenchwoman marrying in England is to have the banns published in the French Consulate in London. To do this it is necessary for the French subject to produce the written consent of the parents or their representatives, and such other documents as are required by French law. This was not done.

In the second place, the French Courts did not act in the best interests of common justice in giving a decree of nullity. Undoubtedly the decree is perfectly valid according to the requirements of the Code Civil, but it would have been sufficient justice if the petitioners for the annulment had been told that they did not come into court with clean hands, and that they should therefore take the case back to England and get it annulled in the country where it was solemnized—if they could."

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日歷英中年十

FROM 1ST JANUARY, 1854 TO 31ST DECEMBER

76TH CYCLE TO THE 50TH YEAR OF THE

TUNG-CHI TO THE 39TH YEAR OF

KWANG-UL

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post free to any part of the World unrepresented by Agents on receipt of Money order.

Hongkong, 3rd October, 1906. 1841

THE AMERICAN ASIATIC ASSOCIATION.

THE AMERICAN ASIATIC ASSOCIATION.

"ROOM FOR ALL IN MANCHURIA."

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The speech of the Japanese Ambassador is quoted in full as follows:—

"I am aware that the sense of this Association in regard to the relations between Japan and the United States, which has so often found fitting expression on former occasions, is based upon the recognition of the broad principle that the interests of the United States and the Empire of Japan are identical, and that therefore the best of reasons exist for the most cordial friendship between the two countries. Indeed, it would be difficult to find a parallel case in the history of mankind in which two nations existed for the maintenance of the most amicable relations between any two nations, whether viewed from historical, commercial or moral points of view.

"Historically speaking, it was the United States that rapped at the door of seclusion within which Japan, in her ancient isolation,cher

SHIPPING.

ARRIVALS.

CHIYUEN, Chinese str., 1,177, C. Stewart, 21st January—Shanghai 18th Jan., General—Chinese.
CHIYUAN, German str., 2,577, Kotze, 21st January—Mori 17th January, General—Hamburg Amerika Line.
CHUNSHANG, British str., 1,417, R. Cox, 21st January—Saigon 15th Jan., General—Jardine, Matheson & Co.
HALVARD, Norwegian str., 1,666, C. Andersen, 21st Jan.—Haiphong 16th Jan., Cement—Asgard, Thorson & Co.

KIANG CHING, Chinese steamer, 21st January—from Canton.

KANAGAWA MARU, Japanese str., 3,625, N. Ohno, 21st Jan.—Yokohama and Shanghai 18th Jan., General—Nippon Yusen Kaisha.

LOONGWA, British str., 1,092, A. G. Smith, 21st Jan.—Maula 18th Jan., General—Jardine, Matheson & Co.

MANDASAN MARU, Japanese str., 3,245, I. Narasaki, 21st Jan.—Kuchinotan 16th Jan., Coal—Mitsui Bussan Kaisha.

NUBIA, German str., 3,634, G. Hubel, 20th January—Shanghai 17th Jan., General—Hamburg Amerika Line.

PHILIPPIAN, German str., 1,621, F. v. Maingel, 21st Jan.—Bangkok 13th Jan., Rice and Wood—Büttner & Swire.

RUMI, British str., 1,611, W. G. Lawson, 21st January—Marsa 18th January, General—Shewan, Tomes & Co.

SALAZIE, French str., 5,553, Giffard, 21st Jan.—Shanghai 18th Jan., Mail and General—Messageries Maritimes.

SKULL, Norwegian str., 947, Olaf Odd, 21st January—Saigon 15th January, Rice—Asgard, Thorson & Co.

CLEARANCES.

AT THE HARBOUR MASTERS OFFICE

Jan. 21st.

CHIYUEN, Chinese str., for Canton.

CHIYUAN, British str., for Shanghai.

KIANG CHING, Chinese str., for Chinkiang.

KUNI, German str., for Singapore.

SALAZIE, French str., for Europe.

SATSUMA, British str., for Singapore.

SAXONIA, German str., for Shanghai.

TAKAO MARU, Japanese str., for Kuchinotan.

TAN, British str., for Nagasaki.

YOKOHA, British str., for Shanghai.

DEPARTURES.

Jan. 21st.

ACERIA, British str., for London.

HALVARD, Norwegian str., for Shanghai.

HU NOU, French str., for Hanoi.

HUOGAN MARU, Japanese str., for Kuchinotan.

H. SOBE, British str., for Amoy.

LEHUA, German str., for Tsingtao.

TAIWAN, British str., for Keelung.

TELEXA, British str., for Shanghai.

VEHICLES IN DOCK.

Jan. 21st.

ASCHERDEN DOCKS—Liau, Karin.

KOWLOON DOCKS—Sorongon, Montague, Hengshan, Franks, Z. Y. de Aldecoa, Porte, Prince Waldemar, Hilary, H.M.S. Whiting, Kwangtung, Kiongkong, Prudens, Empress of India, Iakin.

COSMOPOLITAN DOCKS—Pembroke, Fung Fei, Strakland.

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1907 About

FOR NEW YORK.

SATSUMA .. 21st Jan.

SIKU .. 9th Feb.

MUNCASTER CASTLE .. 12th Mar.

For Freight and further information, apply to

DODWELL & CO. LTD.

Agents.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 21st January, 1907. [78]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

Captain J. G. Oliffent, will be despatched for the above Ports TO-MORROW, the 23rd inst., at 9 A.M., instead of as previously advertised.

For Freight, apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 21st January, 1907. [81]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Capt. Bilaifai, will leave for the above places on or about THURSDAY, the 24th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 17th January, 1907. [83]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, Callao and Iquique via JAPAN PORTS.

Steamer Tons To Sail.

"KASATO MARU" 5,000 In April, 1907.

Capt. W. C. T. S. FILMER.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.

For further information, apply to

K. MATSIA,

Manager.

York Building.

Hongkong, 28th December, 1906. [80]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOK.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelin, will be despatched for the above Ports on or about 21st inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th January, 1907. [8]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STREAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, DRED, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE,"

Captain Allaud, will be despatched for MARSEILLES, on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailing will be as follows:

S.S. "OCEANIA," 5th Feb.

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th January, 1907. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helm, will be despatched as above on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th January, 1907. [13]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT, CALLING AT SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID).

(Taking Cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Damjanovich, will be despatched as above on or about THURSDAY, the 31st inst., P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Prince's Buildings.

Hongkong, 5th January, 1907. [13]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Will be despatched for the above Ports on or about the 20th February.

For Freight and further Particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th January, 1907. [230]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. A. B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length .. 722 feet.

Length on Blocks .. 513

Width of Entrance on Top .. 95

Width of Entrance on Bottom .. 88

Water on Blocks at Spring Tide .. 34

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ DEVANHA Capt. T. H. Hide, R.N.R.	About 25th January	Freight and Passage.
LONDON, &c., via USUAL PORTS	ARCADIA Capt. A. L. Valentini	Noon, 26th January	See Special Call.
LONDON and ANTWERP	BORENEO COLOMBO POET SAID and MARESSES	About 30th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. G. W. Cockman, R.N.R.	About 3rd February	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th January, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	* "YOCHEW" On 22nd Jan., 4 P.M.	
MANILA	* "TEAN" On 22nd Jan., 4 P.M.	
SWATOW, AMOY, NINGPO & SHAI	* "CHANGCHOW" On 25th Jan., 4 P.M.	
TSINGTAO and CHEFOO	* "HANGCHOW" On 26th Jan., Noon.	
SHANGHAI	* "ICHANG" On 29th Jan., 4 P.M.	
CEBU and ILOILO	* "SUNGKIAH" On 5th Feb., 4 P.M.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "TAIYUAN" On 11th Feb., 4 P.M.	
YOKOHAMA and KOBE	* "TSINAN" On 12th Feb., 4 P.M.	
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 20th January, 1907.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING
* ANPING VIA SWATOW AND AMOY	{ "FUKUSHU MARU" Capt. G. Ito	WEDNESDAY, 23rd Jan., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships, Unrivalled Table.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Building.

Hongkong, 19th January, 1907.

T. ARIMA, Manager. 14

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

1139

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1907

PRINZ HEINRICH	WEDNESDAY	30th January
NEISEN	WEDNESDAY	1st February
PREUSSEN	WEDNESDAY	27th February
PRINZESS ALICE	WEDNESDAY	13th March
SACHSEN	WEDNESDAY	27th March
PRINZ LUDWIG	WEDNESDAY	27th March
ZETTEL	WEDNESDAY	10th April
PRINZ REGENT LUITPOLD	WEDNESDAY	9th May
PRINZ EITEL FRIEDEMICH	WEDNESDAY	22nd May
BAYERN	WEDNESDAY	5th June
PRINZ HEINRICH	WEDNESDAY	13th June
SCHAHRHURST	WEDNESDAY	3rd July

* WEDNESDAY, the 30th day of JANUARY, 1907, at NOON, the Steamship

"PRINZ HEINRICH," Captain P. Griesch, with MAILED, PASSENGERS, SPEECHES and CALENDAR, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th Jan., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th Jan.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSENGER MONEY FROM HONGKONG.

TO NAPLES, GENOA AND GIBRALTAR

1st Class 2nd Class 3rd Class

281 0 0 222 0 0 222 0 0

return 81 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG

65 0 0 44 0 0 24 0 0

return 27 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

64 0 0 44 0 0 26 0 0

return 115 0 0 79 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON

68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, &c., to be at passengers' expense.

TO NEW YORK VIA INDIA

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Colombo to Calcutta by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamer from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONSHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER

SAILING DATES

MANILA 1790 tons FRIDAY, 1st Feb.

PRINZ WALDEMAR 3277 tons THURSDAY, 28th Feb.

PRINZ SIGISMUND 3302 tons THURSDAY, 28th Mar.

ON FRIDAY, the 1st FEBRUARY, at NOON, the Steamer "MANILA," Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSENGER MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

50.— \$30.— \$20.— return \$30.— \$50.—

TO NEW GUINEA 228.— £18.10.— £14.00 return 212.— £27.15

TO BRISBANE 230.— £20.— £14.— return £54.— £26

TO SYDNEY 233.— £23.— £15.— return £54.— £24.10

TO MELBOURNE 234.10.— £24.10.— £16.— return £82.5.— £24.5

TO YOKOHAMA 380.00.— £80.00.— £40.00 return £170.00 £120.

TO KOBE 395.00.— £70.00.— £50.00 return £170.00 £120.

TO HONGKONG 149.00.— £160.00

THROUGH RATES OF PASSENGER MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

297.0. 0. 0. 0. 0. 0.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

96. 0. 0. 0. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & G.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamer of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PREUSSEN" ... Wednesday, 30th Jan.

KORE & YOKOHAMA, "PRINZESS ALICE" ... Wednesday, 13th Feb.

KORE & YOKOHAMA, "PRINZESS ALICE" ... Wednesday, 13th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to NEW YORK by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & G.S.S. Co., T. K. K. and C. C. Co. by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

1st Class

To London via Plymouth or Southampton 262. 0. 0.

To Bremen 63. 10. 0.

To Paris via Cherbourg 65. 0. 0.

To Naples, Genoa via Gibraltar 65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

POST OFFICE NOTICES.

The *Tourane*, with the French mail of the 21st Dec., left Saigon on Saturday, the 10th inst., at 5 a.m., and may be expected here to-day. This packet brings replies to letters dispatched from Hongkong on Nov. 17th.

The *Dewar*, with the English mail of the 23rd December, left Singapore on Saturday, the 18th instant, at 5 p.m., and may be expected here on or about Thursday, the 24th of December, at 5 p.m. This packet brings replies to letters dispatched from Hongkong on the 27th Nov., and the parcel-mail closed in London for despatch by the all sea route on the 18th of December, and for despatch overland on the 26th December.

Shanghai, Yokohama and Kobe.....

PMR

PTD

Tuesday, 22nd, 9.00 A.M.
Tuesday, 22nd, Printed Matter and Samples.....
9.00 A.M.
Registration, 9.00 A.M.
(Registration, with late fee of 10 cents, up to 9.45 A.M.)
Registration, Kowloon H.O.....
9.00 A.M.
No late fee.
Letters.....
10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG AND SAN FRANCISCO.....

(Supplementary mail on board up to the time fixed for departure of the mail.)

Extra postage 10 cents.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....

Swatow and Shanghai.....

Saigon.....

Bangkok.....

EUROPE, &c., INDIA VIA TUTICOBIN.....

(Late Letters 11.00 to 11.30 A.M., Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macau.....

Singapore and Penang.....

Amoy and Shanghai.....

Manila.....

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle.....

Hobart and Pekin.....

Singapore, Ponang and Colombo.....

Swatow, Amoy and Ningpo.....

Swatow, Amoy and Foochow.....

Tsingtao and Chefoo.....

Macau.....

Singapore, Ponang and Calcutta.....

Nagasaki, Kobe and Yokohama.....

Macau.....

Singapore, Ponang and Calcutta.....

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....

Macau, Friday, 22nd, 11.00 A.M.

Tuesday, 22nd, 3.00 P.M.

Tuesday, 22nd,